

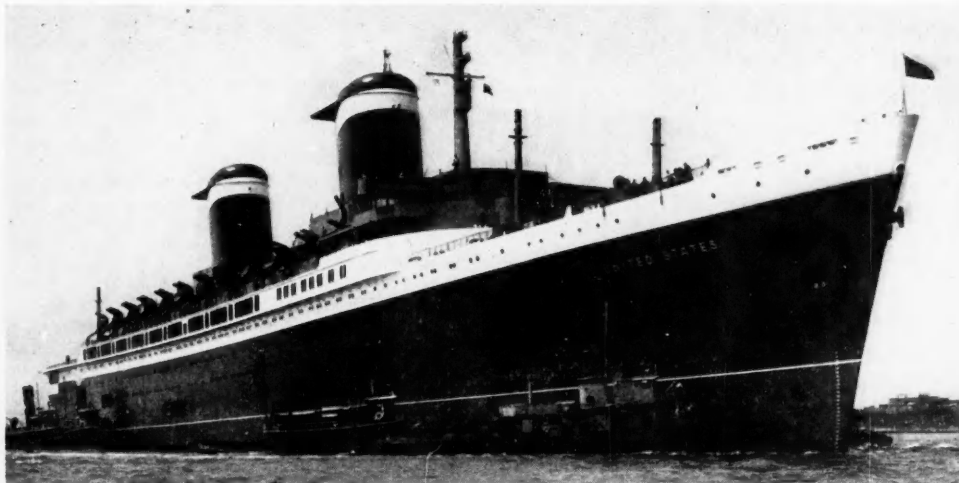
The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends.—James Monroe

VOLUME XX, NUMBER 44

WASHINGTON, D. C.

JULY 30, 1951



THE UNITED STATES, largest passenger ship ever built in this country. She was launched last month at Newport News, Virginia.

U. S. Merchant Marine Today

Concern over the State of the Nation's Shipping Brings Demands for a Stronger Fleet to Transport Troops and Their Supplies in Time of War

IN a shipyard at Newport News, Virginia, the finishing touches are being put on the *United States*, the largest vessel ever built in this country. Next year the *United States* will enter the transatlantic run as this nation's first superliner. Embodiment of a number of secret factors in design and construction, the big ship is expected to have a good chance of setting a new speed record for Atlantic crossings. The present record—slightly less than four days—is held by the British liner *Queen Mary*.

At christening ceremonies earlier this summer, U. S. military officials expressed particular satisfaction that the *United States* is nearing completion. Although the big vessel is scheduled to go into passenger service, it would be available as a troopship in case it were needed. Plans are already drawn for the conversion which would enable it to carry 12,000 to 14,000 troops a trip—close to an entire division of ground forces.

The construction of the *United States* is one of the brighter spots in the postwar merchant-shipping picture. Since World War II ended, there has been considerable concern over the state of our merchant marine. The outbreak of the Korean conflict and the intensification of the cold war in other parts of the world have made that concern more acute. If a global war should break out, we would need a strong merchant fleet for transporting troops and supplies. Whether we have such a fleet at present is open to question.

According to latest available figures, our active merchant fleet numbers almost 1,300 vessels of ocean-going size. In addition we have about 1,800 vessels laid up in the National Defense Reserve Fleet (often called the "mothball fleet.") These ships, al-

most all of which were built during World War II, are tied up in backwaters ranging all the way from New York's Hudson River around the coast to Puget Sound in the state of Washington.

On the basis of figures alone, the strength of our merchant marine seems fairly impressive. Just prior to World War II, our entire merchant fleet—both in active service and in reserve—totaled less than 1,200 ships. Today we not only have many more ships but they are, on the whole, less obsolete and larger than was the merchant fleet 10 years ago.

Unfortunately, though, there is another side to the picture. Serious

weaknesses exist. If all-out mobilization were required, it is feared that these shipping deficiencies might create a serious bottleneck.

For example, many military and shipping men say that a large number of the cargo ships in our merchant fleet are too slow to be of much value if we should get into a global war. The Russians with the aid of former Nazi scientists and technicians are believed to be turning out submarines capable of an underwater speed of 20 knots. (A knot is a unit of speed at sea, equal to 6,000 feet an hour.) Less than one per cent of the cargo ships in the world can surpass 18 knots.

(Concluded on page 6)

Keeping Our Standards High

By Walter E. Myer

WE all admire a person of marked ability and outstanding achievement, a person who rises above the common level and who carves for himself a position of real leadership. We look upon such a person with envy or admiration, but we are not likely to follow his example. Too frequently we accept the standards of unsuccessful people with whom we happen to be associated. We want to do a little better than the fellow at our elbow does, but not necessarily much better.

A runner is likely not to make the best record of which he is capable unless a competitor is at his heels. A student of great ability may be satisfied with very ordinary work if it is a little better than that done by his dull or unambitious classmates. A student with high ideals may compromise with his conscience if he is in the company of others whose ideals are not so high.

Mediocrity, dullness, lack of vision or strongly propelling purpose—these

qualities are unattractive when you look them in the face. But they do attract. We are ordinarily unconscious of their drawing power, but it is there. It operates like an ever-present undertow, which pulls many of the stronger and more promising individuals below the surface and prevents their winning the success for which nature fitted them. It also stands in the way of social, civic, and moral progress.

Fortunately, however, there are persons who cannot be held down by the undertow. These are the leaders. There is an individual here and there who does not go along with the herd. He does not let dullards set his standards. He is not content to do a little better than the person at his side if that person is slow or unambitious or insensitive.

Such an individual decides what he can do, fixes his attention upon distant goals, and bends his energies toward the realization of his purposes. He is satisfied

with nothing less than the best he can do. If those about him sink to low levels, he towers the higher above them. If his friends are dishonest in their practices, he still holds rigidly to his standards of honor. The limits of his achievements are fixed, not by sluggish or poorly endowed companions, but by the farthest reaches of his own powers.

These persons are the ones most likely to realize their best possibilities. They are the ones who help to set higher standards.

They do not boast of their superiority, but they feel it. They are proud without being haughty—honorable without being self-righteous and priggish. In these young men and women who are pace setters rather than slavish followers lies the best hope of individual happiness and national strength.



Walter E. Myer



BELGIAN CONGO NATIVES are learning to build better homes. Point Four aid can help raise Africa's living standard.

Foreign Aid

(Concluded from page 1)

in their eagerness for better living conditions, are all too likely to heed the false promises of dangerous and aggressive political leaders. They are likely to support movements which, like communism, pretend to offer freedom and prosperity, but instead bring slavery, international hatred, and sometimes war.

Since the end of World War II, therefore, the United States has sought to promote its own security by fighting against poverty and discontent in other parts of the world. It has followed two major lines.

First, it has spent billions of dollars to repair war damage. Principally under the European Recovery Program (see *THE AMERICAN OBSERVER*, June 25, 1951, page 1) our nation has sent great quantities of machinery and raw materials across the Atlantic. As a result, Europe's war-torn industries are making a speedy comeback.

Second, the United States has embarked on a set of projects designed to help underdeveloped nations that have never yet learned to use modern tools—nations where dire poverty has for centuries been the prevailing condition. Located mainly in the Far East, the Middle East, Africa, and portions of Latin America, these countries need a far different type of aid from what we have given under the European Recovery Program.

The ERP nations, in general, have had long experience with industry and modern machines. They have a great many doctors, scientists, engineers, and factory managers. War-torn Europe's big need has been for new machinery, equipment, and raw materials.

Different Requirements

But the countries which we call "underdeveloped" have always been woefully short of factories, railroads, and the like. Their farming methods are primitive. Many of their inhabitants cannot read or write. In most cases, it would do little good at present to send these countries great quantities of expensive machinery, because few of their people would know how to use it. As a beginning, the underdeveloped nations need to combat disease, organize schools, learn better farming methods, and set up shops where simple tools and household items can be made and repaired.

In these fields, our government is

undertaking to help them. For an example of what is being done, let us look at India—a country where food is nearly always scarce, and where famine sometimes brings starvation to hundreds of thousands.

Near Mahewa, in northern India, a U. S. government agricultural expert named Horace Holmes has been working to step up food production. The Mahewa region is extremely crowded; it contains about 500 people per square mile—mostly farmers. Few families have more than three acres of land. "In years of good crops," reports Mr. Holmes, "the people live fairly well; in less favorable years they suffer, and suffer badly. The margin is always very close."

Mr. Holmes' first major step, in aiding the farmers around Mahewa, was to show them a new variety of wheat. He persuaded several families to plant small patches of it, and the yield from these patches was 43 per cent better than that of surrounding fields. Next, Holmes showed the farmers how to enrich their land by occasionally planting soil-building crops, and they saw that this practice raised their wheat and barley yields still further. The use of improved seed and of soil-building crops is now spreading rapidly throughout the area.

The American brought in simple threshing machines, which threshed grain three times as fast as the local farmers could do it by their old, primitive methods. Groups of families now obtain and use these machines on a cooperative basis, and this practice gives them additional time to finish their spring plowing before the ground gets too hard.

In spite of the fact that livestock diseases plagued the Mahewa region, farmers were afraid to have their animals vaccinated. Finally, however, a few were persuaded to let the treatment be tried. Villagers were quick to observe that vaccinated oxen escaped disease, and so livestock inoculations are now being given by the thousands.

Hundreds of U. S. technicians like Holmes are at work in Asiatic, African, and Latin American countries. Not all of them are on agricultural projects. Some are fighting disease; others are giving aid and advice on the construction of roads and bridges, or on the establishment of small factories and workshops. In several areas, they have been helping the people to set up food storage plants, so that desperately needed crops will not spoil and be lost. Some nations are estab-

lishing new schools with the assistance of American advisers.

U. S. geologists and mining experts are helping several countries to find and develop new mineral resources. This work is especially important to our own nation as well as to the underdeveloped countries, because our defense factories need great quantities of minerals from overseas.

Whatever the specific aid project may be, the American technician does his job by stimulating the interest and enthusiasm of local people—by showing them the advantages of using new methods. He obtains native helpers and teaches them all he can, so that they, in turn, can spread knowledge among their own people.

"Point Four"

This form of foreign aid is often referred to as *technical assistance*. More frequently it is mentioned as the *Point Four* program, because President Truman discussed it in the fourth major section of his 1949 inaugural address.

There are two U. S. government agencies which supervise large technical aid programs. One is the Economic Cooperation Administration, which also handles the ERP. This organization manages a large share of our aid to underdeveloped regions in the Far East, including Indo-China, Burma, the Philippines, Indonesia, Thailand, and Formosa. Meanwhile, a U. S. State Department agency, the Technical Cooperation Administration, handles most of our Point Four activities in Latin America and the Middle East. President Truman is asking Congress to grant nearly half a billion dollars for various forms of economic

aid—including technical help—in underdeveloped regions during the year ending next June.

Our government, besides handling assistance projects of its own, helps to finance similar work by such United Nations groups as the World Health Organization and the Food and Agriculture Organization.

Governmental agencies, however, have no monopoly on the job of helping the people in underdeveloped regions. Private American business firms have been active in the same field for many years. U. S. companies which work Venezuela's rich deposits of oil and iron, for instance, have spent vast sums on roads, schools, sanitation projects, and so on. A big processing plant belonging to the Creole Petroleum Corporation is operated entirely by young Venezuelans whom the company has trained. U. S. officials feel that American businessmen should be encouraged to invest large amounts in additional foreign projects.

Can our nation succeed in its extensive efforts to combat poverty and misery in the underdeveloped countries? There are many people who feel that the task is practically hopeless, no matter how desirable its objectives may be. These individuals believe we should never have tackled it, and they argue as follows:

"Populations are so immense and conditions are so chaotic, in the Orient and many other underdeveloped regions, that we cannot possibly make much headway there. The United States has already spent far too much on foreign aid projects, at a time when many of our own people lack good housing, health care, and schools.

"Poverty-stricken nations' woes are, to some extent, the result of their own leaders' incompetence or corruption. If we try to help such countries, those same leaders will misuse most of the aid we give. The poor people who need assistance will get little benefit."

Advocates of the Point Four idea vigorously oppose these views. They declare that our nation cannot expect to have many friends in the future if we close our eyes to the misery of foreign peoples and make no attempt to aid them. Some Americans say that the government is spending *too little*, rather than too much, on help for underdeveloped regions. Supporters of the technical aid program admit that we shall meet serious difficulties in carrying out the enterprise, but they believe that the problems can be handled.

It seems most likely that our government will continue its program of aid to underdeveloped countries—though on a smaller scale than many Point Four advocates demand.



FARMING the ancient way with oxen and wooden plow in Iran

Weekly Digest of Fact and Opinion



HURRICANE HUNTERS flying out to meet a storm off the coast of Florida

(The views expressed in this column are not necessarily endorsed by THE AMERICAN OBSERVER.)

"Hurricane Hunting: No Job for the Timid," by Robert Strother, *Reader's Digest*.

In 1944, a typhoon in the Pacific capsized three destroyers with a loss of 800 lives, and damaged 28 other Navy vessels. The Navy, impressed by these and other storm losses, joined the Army Air Force in an effort to find hurricanes as soon as they are born, give warning of their approach, and track them until they finally blow themselves out.

The Hurricane Hunters, a group of young airmen from both services, have since been flying into every hurricane hatched in the Caribbean area. A companion group does the same with typhoons, the even larger storms of the Pacific.

The job of hunting hurricanes is far from an easy one. The airmen are buffeted by terrible winds which often threaten to down their planes. Their work, however, is preventing millions of dollars' loss in ship and property damage, and it has already saved hundreds of lives.

"A Second 'Prime of Life'—After 70," by Dr. Martin Gumpert, *New York Times Magazine*.

I have just returned from a one-man expedition to Europe where I visited a number of outstanding persons of advanced age who still lead active and creative lives. What was the purpose of my study? I have been interested for many years in the process of aging. The long life-expectancy of our civilization today has brought a tremendous increase in the number of old people.

In too many cases, however, our old people are made to feel lost. We are convinced that old people are rigid, that their intellect is narrowed, that new ideas are adopted only with difficulty, and that they are stubborn, stingy, and often emotionally unstable. Actually these traits, when they exist among individuals, merely reflect the character of each person and are not peculiar to the "harvest years."

When I interviewed some of Europe's aging individuals I found them to be highly active and alert. Among those I met, Vittorio Orlando of Italy proved to be one of the most impressive persons I have ever known. Though he is 91 years old, he teaches, heads a law firm and is a member

of Italy's legislature. Orlando is the only survivor of the prime ministers who concluded the peace after World War I.

The philosophers George Santayana, 87 years old, and Bertrand Russell, 79, spend long, happy hours at their work. Edouard Herriot, the 79-year-old French statesman, is active as a legislator, writer, and city mayor. Margery Fry, a noted British sociologist, is doing creative work at 77. And 81-year-old Dr. Ellis Helen Boyle, a leading psychiatrist in England, leads a highly active life.

From my interviews with old people I learned that age develops a creative urge and power of its own—that age need not be a barrier to living a full life.

"How to Heckle Stalin," by Stanley Frank, *Saturday Evening Post*.

The great migration of people to the United States was stimulated primarily by letters sent by relatives and friends to folks back home. Now that we need the friendship of the people who remained over there, an intelligent effort is being made to utilize the vast reservoir of good will built up over the years by emigrants. This unique program is the Letters from America campaign, the world's largest, least expensive, and most spontaneous information service.

Letters from America was set up as an organization in May, 1950. It is made up of a group of citizens who help and encourage Americans to write to their friends and relatives in Europe and in other countries.

In the United States there are 35 million people of foreign birth or for-

eign parentage. These people know and understand the American way of life and write about it to their friends in other countries. They write more than 400 million letters a year. At least 21 million of these letters go to nations under Communist rule. Mail flows freely between our country and all other lands except Russia and China. Russia's satellites have not yet been able to set up the machinery to stop or censor all mail.

Personal letters are the most reliable weapons in the battle of ideas. Newspapers, periodicals and books are suppressed and censored, the radio is used to amplify lies and distortions, but the mail still gets through to critical areas of Europe where the winning of men's minds is important.

Regardless of eventual results, the letter campaign has already paid a big dividend. Correspondence to Europe has produced massive evidence of violent opposition to communism and to the USSR in the satellite countries. Dissatisfaction is far more widespread than the democratic nations have dared to hope.

"Peril on Your Food Shelf," by Representative James Delaney, *American Magazine*.

Not long ago a frozen-food packer was told that his new shipment of peaches would stay bright and fresh-looking if he added a touch of thiourea. He tried it. The chemical worked a miracle of freshness and coloring.

Another frozen-peach firm did the same thing. Before shipping out its product, however, it invited the local Food and Drug Administration inspector to test the food. The chemical was found to be a deadly poison.

This instance points up a blunt fact: Our food supply is being doctored by hundreds of new chemicals whose safety has not yet been established. The House committee, which has been investigating this problem for about a year, has heard scores of scientists testify that many chemicals used in foods are injurious to the human body.

Why, then one asks, are new chemicals added at all? The answer is easy. They are relatively cheap, and they work "wonders" as preservers, blenders, bleachers, and insect killers.

It must be emphatically stated that no reputable food manufacturer would wittingly use any substance known to be harmful. Indeed, most of the big processors of nationally advertised products maintain laboratories where tests are constantly being made to safeguard the public.

But here is the rub: There is ab-

solutely no law to prevent a small, unscrupulous manufacturer from turning a quick dollar by using a substitute which is untested or, at best, inadequately tested. Under the present set-up the Food and Drug Administration can act legally only after the food product has been put on the market.

For the safety of all Americans, it is vital that adequate legislation be passed to test all foods before they are sold to the consumer.

"Waiting Period," by Marquis Childs, *Washington Post*.

Once again we will wait, Winston Churchill told a recent American visitor, for the end of the harvest in September. Then, in Churchill's view, will come the time of greatest danger.

American planners agree with that view. During the next two months western Europe will still be virtually defenseless before communism's mass armies and tactical air power in East Germany, the Balkan satellites and



IN RUSSIA, workers on a Communist collective farm harvest grain

Russia proper. This force is certainly not less than 150 divisions of well-equipped front-line troops.

Moreover, the Kremlin is faced with the prospect that a year from now western Europe's strength will be very much greater than it is now—perhaps so great that a Russian invasion would be a doubtful gamble.

Will the little group of men in the Kremlin wait until we and our allies have greatly increased our strength in Europe? That is the question mark that hangs in the air like the aftermath of an atomic explosion.

In the waiting period, while the build-up of Western strength goes on, everything is to be done to avoid rocking the boat in any way. But in the late fall, when the worst of the waiting supposedly will be over, a very great step-up in American defensive strength is to be pushed.

As a major move, Congress will be asked to increase the Air Force from the present goal of 95 groups to 150 air groups. Once this expanded program is initiated—after it is approved—those who are responsible for America's defense will breathe a lot easier. Such an expanded program, along with a build-up of our land and sea power, will, it is believed, move up the date when the western nations will have sufficient power to prevent any further Soviet aggression.



ELDERLY STATESMEN. Vittorio Emanuele Orlando (left) of Italy was 91 last March, and Edouard Herriot of France is 79. Both were once prime ministers.



The Story of the Week

New Champions

Boxing fans are looking forward to the next ring meeting of "Jersey Joe" Walcott, the new world heavyweight champion, and Ezzard Charles, the former titleholder. The bout, expected to take place early this fall, will give Charles a chance to win back the title he lost earlier this month.

The victory of the 37-year-old Walcott over Charles in a Pittsburgh ring amazed sports followers everywhere. For years Walcott has been one of the leading heavyweight boxers, but the championship had always eluded him. Most boxing fans thought he would have little chance against the younger Charles, who had been champion for two years and had successfully defended his crown eight times. However, Walcott knocked out Charles in



JOE WALCOTT

the seventh round, and became the oldest man ever to win the heavyweight crown.

The new champion lives in Camden, New Jersey, and has been boxing for 20 years or so. At one time he served as Joe Louis' sparring partner. He has a large family, and has worked hard at a variety of jobs to make both ends meet. His victory over Charles has lightened his financial worries, and he will try to hold his title as long as he can.

The knockout scored by Walcott ranked as the second ring upset in 10 days in which a championship changed hands. In London earlier this month a British Negro, Randy Turpin, won the middleweight title from "Sugar Ray" Robinson of New York. Robinson had often been described as the greatest boxer of the present era. The two will meet again in New York in September.

Spain and US

The United States is changing its policy toward Spain, a country which we had been avoiding in recent years. President Truman announced this reversal in our government's official attitude after recent talks were completed in Madrid between the late Admiral Forrest Sherman, U. S. Chief of Naval Operations, and Generalissimo Francisco Franco, head of the Spanish government.

Plans are now being discussed for America to obtain sea and air bases in Spain. U. S. officials say this country must cooperate with the Franco

government in order to bolster western Europe's defenses against Communism.

Some of our allies have objected strongly to the new move. The British government argues that Franco is very unpopular in many parts of the free world and that western morale would be undermined if Spain were to become a military partner. Furthermore, the British say, America will leave herself open to charges that she is supporting an anti-democratic regime.

Meanwhile, Generalissimo Franco has made some changes in his government's cabinet. The world is watching closely to see in what way the changes will affect Spain's policies.

Trouble at Suez

Another crisis is brewing in the Middle East. The trouble arose over Egypt's interfering with the passage of ships through the Suez Canal, which connects the Red Sea with the Mediterranean Sea. The 90-mile-long canal runs entirely through Egyptian territory.

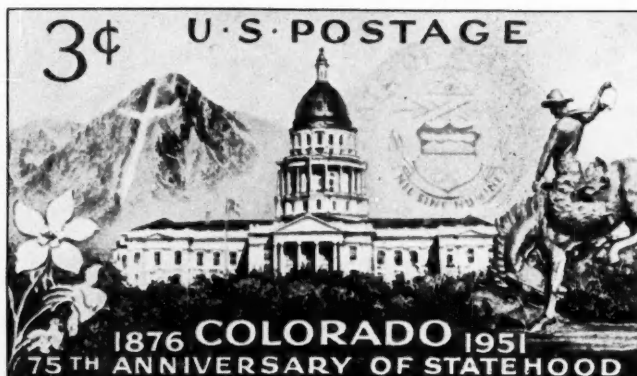
For some time, Egypt has been hindering the shipment of oil and other cargoes being sent to Israel. The Moslem nation has been stopping vessels and searching them for possible war materials. Cargoes bound for Israel have been prevented from entering the canal. (Shipments to Israel by way of the Mediterranean Sea are continuing, however.)

Israel has been seriously affected by the "blockade." She has asked the UN Security Council to take action against Egypt. Other countries, as well, are involved in the dispute. Early this month, Egyptians stopped and boarded a British merchant ship near the Red Sea. Britain protested and sent warships to the area.

The Egyptian government claims it must halt arms shipments to Israel in order to safeguard Egypt. The Moslem country says she is still technically at war with Israel. The two nations agreed to halt hostilities over two years ago, but there is still considerable tension between them.

Britain and Israel answer that Egypt's actions are illegal. International agreements prohibit Egypt from closing the canal to any ships, in peace or in war, they point out.

The dispute is especially critical at the present time, because of the oil stoppage in Iran. Britain and other



COLORADO gets a stamp to honor her 75th anniversary of statehood. The three-cent stamp goes on sale first at Minturn, Colorado, on August 1. Its color is blue.

countries desire to obtain oil from the refinery at Haifa, in Israel, to replace the loss of petroleum products from Iran. Largely on account of Egypt's "blockade" of oil shipments to Israel, however, the Haifa plant is now producing only one-fourth as much refined oil as it could.

The Suez Canal has been a trouble spot for several years. Since 1946, Egyptian nationalists have been staging anti-British demonstrations, demanding that Britain withdraw her troops stationed at the canal. The British reply they have a right to keep their troops in the canal zone, according to the terms of a treaty signed in 1936 between Britain and Egypt.

Encouraging Education

What steps are America's high schools taking to encourage young people to stay in school? The U. S. Office of Education recently reported these developments in a nation-wide campaign to keep youths from halting their education:

In Minneapolis, members of the Parent-Teacher Association visited homes of older students who had dropped out of school. The P.-T. A. workers were able to persuade many pupils to return to their studies.

In Cincinnati, schools cooperated with the local Retail Merchants Association to set up a project for letting students work part-time. School programs were modified for 60 high school boys and girls who were employed in stores three half-days each week.

Another Cincinnati project involved

speeding up economic assistance for families unable to afford keeping their children in school.

New York City found that many students could be encouraged to continue their education by being transferred from academic to vocational schools, and vice versa.

A number of cities reported using such methods as holding special classes for slow learners, and giving home-life or mental health courses.

Pacific Defense

America is strengthening her Pacific Ocean defenses. The United States, Australia, and New Zealand have agreed on the terms of a treaty under which the three nations will come to each other's aid in case of an armed attack on any one of them in the Pacific area.

This new alliance will give added protection against further Communist aggression. The pact is also partly the result of the Japanese peace treaty, which is scheduled to be signed in September. According to the peace arrangements, Japan will have the right to defend herself by rearming. Australia and New Zealand want assurance there will not be a revival of Japanese militarism, although such an event does not now appear likely.

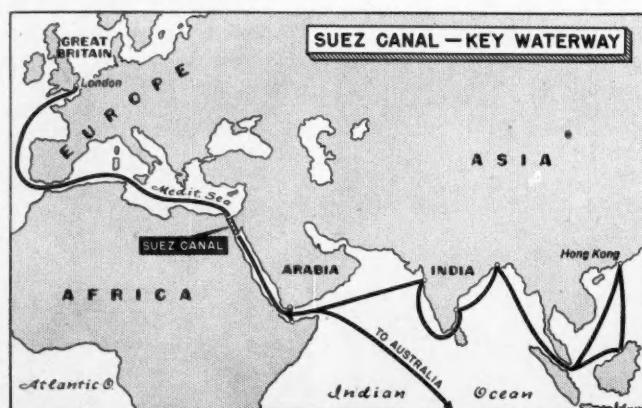
In fact, Japan is expected to become an important link in the Pacific defense system. Although allied occupation troops are to be withdrawn from Japan after the peace treaty is signed, separate arrangements with the Japanese government will probably be made for letting the U. S. station soldiers there. Some Japanese rearmament for defense purposes is also anticipated.

Other American preparations for defending the Pacific include an alliance with the Philippine government and a program for sending military supplies to the Philippines, Formosa, Indo-China, and Malaya.

Flood Damage

Flood waters, now receding in the Midwest, are revealing for the first time the full extent of the destruction wreaked by the Mississippi, the Missouri, and other rampaging streams.

In many places, bridges and small buildings are missing. Countless windows in homes and business structures have been broken by the pressure of the waters or by floating debris. Porches have been torn from houses,



ONCE AGAIN a world-famous canal is the center of a dispute

and roofs have collapsed. The flood is unquestionably the costliest one in the nation's history. There was some loss of life, too.

A traveler visiting the stricken area immediately notices the blanket of silt covering everything. As the waters have gone down, some families have found a two-foot layer of mud on the floors of their homes. Furniture, carpeting, and television and radio sets are often complete losses.

People are hard at work cleaning up, but the job will take many weeks. City, state, and federal governments are all cooperating in relief and rehabilitation work. Congress has supplied 25 million dollars in federal funds for relief in the flooded areas. More may be furnished when the extent of the damage is fully determined.

As the relief work goes on, there is much earnest discussion on how future floods in the region may be avoided. Some feel that the present long-range plan of the U. S. government may be effective once it is completed. Under that program irrigation work, flood control, and levee building are being carried out. Others, however, believe that additional steps will have to be taken if the Mississippi and the Missouri are to be curbed. The subject is sure to be studied at length.

Jordan

Britain and her allies may be in for still more trouble in the Near East as a result of the recent assassination of King Abdullah of Jordan. Abdullah, noted for his friendship with the British, was slain ten days ago by a Moslem who was said to be a member of a fanatical Arab nationalist organization.



NAIF, new ruler of Jordan

As we go to press, a dispute is looming over Jordan's throne. The two main contenders for the kingship are Prince Naif, Abdullah's younger son who was appointed to serve as regent of the little Middle Eastern country, and Prince Tallal, Naif's older brother who is recuperating in Europe from an illness.

Since Naif is friendly toward Britain and America, while Tallal is reported to be strongly anti-western, the world is watching closely to see what will happen. If Tallal becomes king, a new Arab war against Israel, as well as other violent reactions, might follow.

Jordan's Arab Legion, a British-trained army, led the attack by several Arab nations on Israel in 1948. A



SHASTA DAM, completed in 1945 as the largest overflow dam in the world, does a triple job in northern California: It supplies electric energy for west coast industry; its reservoir controls flood flows from the Upper Sacramento River basin; it aids agriculture by supplying water for farming by irrigation in the lower valley of the Sacramento.

truce was signed between Israel and Jordan in 1949, with Jordan troops in control of eastern and central Palestine and part of Jerusalem. Since then, Jordan's relations with Israel have been fairly good, although marked by occasional disputes. Permanent peace negotiations were begun between the two countries, but were broken off because of opposition from other Arab groups.

King Abdullah was unpopular with many Arab leaders because of his willingness to cooperate with Britain and Israel. Furthermore, he was thought to favor uniting his country with several other Moslem states to offset Egypt's power.

In addition, by annexing to Jordan the parts of Palestine occupied by Jordan's troops, Abdullah angered those Arabs who favored an independent Arab Palestine. The king's bitterest enemy on this score was the former Grand Mufti of Jerusalem, an anti-British Moslem religious leader who hoped to rule Arab Palestine.

Irrigation Scheme

Water will soon be flowing in the big 600-million-dollar irrigation project in California's Central Valley. Parts of the project which have been completed—including dams, canals, pumps, and electric power transmission lines—will go into operation starting August 1.

The main purpose of the scheme is to provide badly needed water for irrigating farmlands in the southern part of the long Central Valley, which is located between the Sierra Nevada mountains and the Coastal Ranges in California. The project's planners say that many valley farms now used for pasturage will soon be able to grow cotton and other valuable crops. In addition, the project will supply electric power, help to control floods, and improve river navigation.

The water-development scheme has been under construction for 14 years. Under the direction of the Federal Bureau of Reclamation, it is now two-thirds completed.

The main source of water will be the lake at Shasta Dam, on the northern end of the Central Valley. The flow of water, passing through rivers, canals, and a powerful pumping station, will make it possible to irrigate lands 500 miles south of Shasta.

President Truman is expected to attend the opening ceremonies of the

project, which has been described as "the longest mass movement of water ever attempted by man."

Atomic By-Products

More atomic energy materials for peacetime scientific research are now being offered to foreign nations by the United States. Included among the atomic materials are 73 types of radio-isotopes—chemicals which have been treated with powerful radioactive rays in atomic furnaces, so that the chemicals themselves give off radioactive rays.

Previously, 26 radio-isotopes were sold to institutions overseas. These atomic by-products are useful for studying cancer and other problems in medicine and agriculture.

Now, under a new program, 99 different isotopes are available to foreign lands. For the first time, other nations will be permitted to buy from us certain isotopes that are used in industry. Here is an example of the way a radio-isotope may be applied to an industrial problem:

Before being woven, many fibers must be coated with a very thin layer of oil. If this coating is uneven, the woven cloth will contain ugly marks. The amount of oil applied is so small that spinning firms cannot ordinarily be sure their machinery is distributing the oil evenly. After a radioactive isotope has been mixed into the oil, however, it is possible to measure how much oil a piece of fiber contains, by determining the amount of radioactivity present in the fiber.



ATOMIC LABORATORY

The United States has already sent more than a thousand shipments of radio-isotopes to 30 countries. The largest purchasers have been Australia, Belgium, Denmark, Sweden, and Great Britain. Russia has never tried to buy any isotopes here.

The Atomic Energy Commission points out that the isotopes cannot be used in making atomic weapons, but that the materials can contribute to world-wide advancements in medicine, agriculture, and industry. The purpose of the program, the commission says, is to aid the peaceful development of friendly nations.

Kashmir Dispute

Tension is rising once more between Pakistan and India over the large province of Kashmir. Prime Minister Liaquat Ali Khan of Pakistan charges that most of India's army is concentrated on the borders of Pakistan, near the disputed state, and is threatening the peace of the world. Prime Minister Nehru of India replies that his nation's troops are merely taking defensive positions to guard against raids and sabotage in Indian territory.

Kashmir, a large province adjoining both India and West Pakistan, has been a bone of contention ever since Pakistan and India won their independence almost four years ago. Both of the new countries claim the state, formerly ruled by a native prince. The latter, a Hindu, tried to unite Kashmir with Hindu India. However, Pakistan objected since almost 90 per cent of Kashmir's people are Moslem, like most citizens of Pakistan.

Fighting broke out late in 1947. The United Nations managed to halt the conflict, but the world organization has not been able to bring about a final solution to the problem. A UN commission, headed by Frank Graham, former U.S. Senator from North Carolina, is now on the scene trying to work out a settlement.

U.S. leaders fervently hope that the UN commission will be successful in averting war between India and Pakistan. If these two Asiatic countries should become involved in war, it is feared that the Communists might take advantage of the situation to extend their influence farther into southern Asia. Kashmir itself is separated by only a few miles from Russian territory, and it borders Sinkiang, an outer province of China.

U. S. Merchant Shipping

(Concluded from page 1)

Particularly disturbing is the fact that the great bulk of the mothball fleet consists of World War II Liberty ships which cannot exceed 10 or 11 knots. These slow-moving vessels, it is claimed, would be "sitting ducks" for high-speed submarines. In case of global war, it is probable that the 1,600 or so Liberties would be used as a last resort.

Another serious weakness, it is claimed by some, is a scarcity of passenger ships which could be converted to troop carriers in case of war. In a report made at the end of 1950, the National Federation of American Shipping pointed out that we had only 33 fast passenger-troop carriers as compared to 51 when the Japanese bombed Pearl Harbor.

Military planners are unhappy, too, because of a shortage of tankers. With the increasing stress on air and tank warfare, the need for this type of cargo ship is apparent. Without oil and gasoline our air force would, of course, be quickly grounded. The Navy could no longer operate, while mechanized ground forces would grind to a halt. At present we have no tankers at all in reserve.

Decline in Shipyards

Still another deficiency, it is felt, is the state of decay into which our shipyards have fallen since the end of World War II. At the peak of the global conflict there were about 1,300,000 workers in U. S. shipyards. Today there are probably less than 50,000. Only 23 ocean-going vessels were turned out last year in U. S. yards. Some American shipping companies are turning to foreign shipyards to have new vessels built.

Despite these over-all weaknesses, it is generally agreed that considerable progress has been made in "beefing up" the merchant marine within the last 12 months. One important step was the appropriation of 350 million dollars by Congress for the construction of 50 fast cargo carriers. Already some of these vessels are taking shape.

These new carriers will be in a class by themselves, far ahead of other cargo ships. They will, for example, exceed 20 knots in speed and will be heavily armed for anti-aircraft and anti-submarine work. They may carry helicopters to aid in spotting and destroying enemy U-boats. The first of these speedy merchant ships is expected to be launched sometime next year, we are told.

Additional tankers are on the way, too. In fact, tanker construction has been going on at a pretty good pace ever since World War II. Shipping people point out that the present shortage is due to the tremendously increased use of gasoline and oil in recent years rather than to lack of a building program. Tankers now being built are faster and have a greater capacity than the type in use during World War II.

Our top military planners feel better about the troopship situation than they did a year ago. In addition to the *United States*, several other sizable passenger vessels either have been recently completed or will be finished in the near future. Last year the government took over three ships being constructed for passenger service and is having them finished as troop carriers.

It is pointed out, too, that in carrying troops our allies in the North Atlantic Treaty Organization would presumably be able to give us a good deal of help. Such nations as Britain, Norway, France, and the Netherlands all have sizable passenger liners which might serve as troop carriers. During World War II, it is recalled, some 18,000 U. S. troops were carried on a single trip in the British liner, *Queen Mary*.

An expansion of our merchant marine would, of course, require additional officers and men to man it. Here the picture is fairly bright. During World War II a tremendous number of efficient crews was trained, and it seems likely that there are enough officers and seamen left over from that period to man a greatly expanded fleet. Many of these officers and seamen, however, have been away from salt water for several years and would require retraining to acquaint them with new equipment.

At the same time, our government is continuing to train young men for service in the merchant fleet. The U. S. Maritime Service trains licensed and unlicensed personnel to serve on our ships. The U. S. Merchant Marine Academy at King's Point, New York, gives four-year college courses that qualify men for positions as third mates or as third assistant engineers. Since its establishment in 1938, the Maritime Service has trained more than 300,000 officers and seamen.

Despite these encouraging developments, some Americans feel that we should embark on a much more intensive shipbuilding program. Others



APPRENTICE SEAMEN learning to splice a heavy hawser

feel strongly that such a step would be unwise at this time. The difference of opinion reflects an old conflict, which, to be understood, requires a knowledge of the part played by the U. S. government in maintaining our merchant fleet.

Since 1937 the government has been granting payments, known as subsidies, to shippers on major routes to help them with their construction and operating costs. These payments are intended to put shipping companies in this country on an equal basis with foreign firms which benefit through lower construction and operating expenses and through payments from their own governments. The U. S. makes these payments because it realizes that a strong merchant fleet is necessary, both to carry on foreign trade and to transport troops and supplies in case of war.

Many shipping officials and others feel that the government should now increase payments so that we can build up our merchant fleet to the point where it can unquestionably meet the nation's needs in both peace and war. It would be tragic, they say, to find ourselves unprepared to handle our shipping responsibilities if war should come. The cost to the government, it is argued, would be small compared to other defense expenditures.

Many other citizens say that this is no time to launch a big shipbuilding program, for the larger our merchant fleet becomes, the more it will cost the taxpayer. It is also argued that we should not try to compete ruthlessly with such allies as Britain, Norway, and others in peacetime shipping. These countries, it is pointed out, depend more heavily on their merchant marine than we do as a means of maintaining national pros-

perity. All-out competition in shipping by the U. S. might alienate them, it is said, and do great harm to our efforts to strengthen ties among the North Atlantic nations.

At present Congress is studying a bill which would make a number of changes in our long-range shipping policy. Among other things, the bill would give aid to all American-owned vessels in foreign trade regardless of the routes on which they operated. It would also encourage the construction of more passenger vessels. In general, the bill would strengthen all along the line the present program for aid to the U. S. shipping industry.

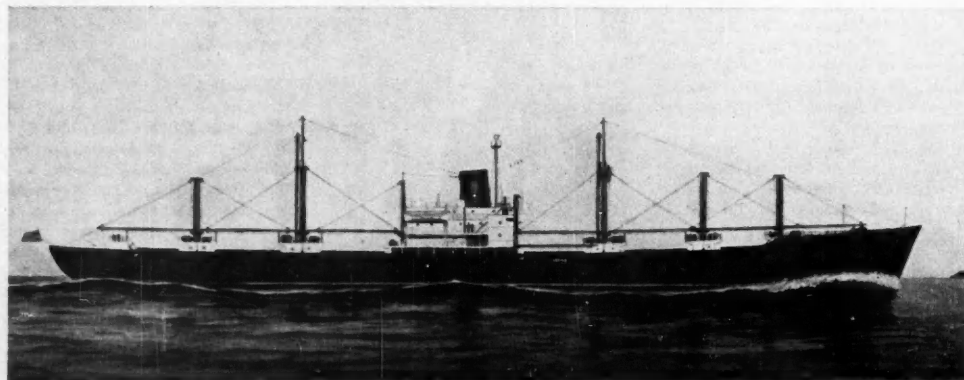
In making its decision on whether or not to expand our merchant fleet, Congress—it is generally agreed—will have to reconcile the two conflicting views. On the one hand, we must protect our national interest. We do not want another war emergency to catch us without enough ships; on the other, we do not want to throw money away needlessly simply to be able to boast that we have the world's largest merchant fleet. Neither do we want to take too large a share of the shipping business away from nations which rely upon it for a livelihood more than the United States does.

Earlier Period

In an earlier period of our nation, we depended as heavily upon shipping as certain other countries do today. For more than 50 years after our federal government was established, the United States worked hard to build a thriving merchant marine. For a long time, the shipping fleet ranked as one of the world's best.

After the Civil War, though, our nation was developing along so many lines that shipping was neglected. When the first world conflict broke out in 1914, our nation found itself in dire need of ocean craft. Foreign ships, upon which we had come to depend, could no longer be spared to carry our goods. We were forced to begin building vessels. When the war ended, we had regained our position as a leading ship-owning nation.

After the fighting ceased, we again let our merchant marine dwindle. We relied heavily on foreign craft to carry our goods and passengers. But when World War II came on, we went to work and built the greatest fleet of vessels that the world had ever seen under a single flag. Then, as we have already noted, decay set in once more. It will be up to Congress to decide whether that decay will be checked or will be permitted to continue in the months ahead.



ARTIST'S CONCEPTION of one of the fast new freighters we are about to build

Newsmaker

W AVERELL HARRIMAN, as special representative for President Truman, flew to the Middle East this month to try to settle the dispute between Iran and Great Britain over Iranian oil wells. Iran recently took over the wells, which the British had operated under lease for a number of years. Britain protested the cancellation of the lease.

The situation is serious, engineers say, because Iran lacks the experts needed to run the installations. Consequently, it may be impossible for Iran to deliver oil formerly purchased by nations of western Europe. Such a breakdown in delivery would be a blow both to the civilian economies and to the rearmament programs of the western nations. Harriman went to Iran to try to arrange a compromise, preferably one which would keep British experts as supervisors of the oil production.

The Iran trip is one of many journeys Harriman has made since 1934, first as an emissary for the late President Franklin D. Roosevelt, and later as right-hand man for President Truman. Tough jobs have been handed to Harriman regularly, and he has built a reputation as a top-flight mediator and administrator.

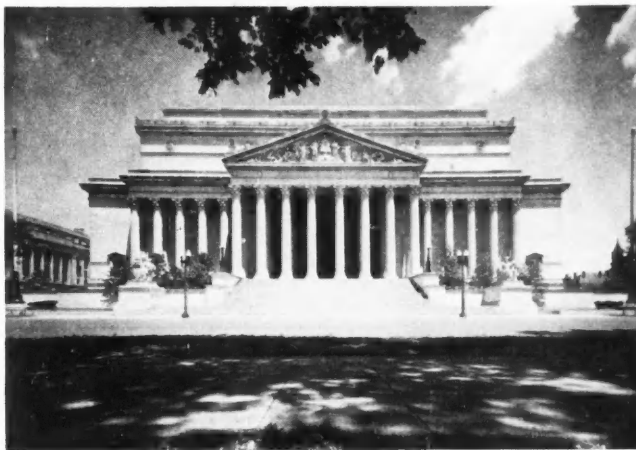
The slender, graying but handsome Harriman first went to work for Mr. Roosevelt in the early days of the New Deal. One of Harriman's main tasks was to arbitrate disputes between business and labor. In 1941, he took on the job of speeding the purchasing and shipment of military supplies to Great Britain. He traveled with Britain's wartime Prime Minister, Winston Churchill, and, as a friend of both, often was intermediary between Churchill and Roosevelt.

Harriman was ambassador to Russia from 1943 to 1946, when he became briefly ambassador to Great Britain and then Secretary of Commerce. He became European director of the Marshall Plan in 1948, and left that job in 1950 to act as foreign affairs coordinator for Mr. Truman.

Born of a wealthy family, Harriman got his education at Groton and at Yale. During several summers, he worked as a section hand on the Union Pacific Railroad out of Omaha, Nebraska. Later on, he became a director of the railways in which his father had big interests and established a banking business. At 29, he built one of the first partially prefabricated ships, pioneering a method of shipbuilding that was used for speed in production during World War II.



W. AVERELL HARRIMAN



THE NATIONAL ARCHIVES building where important documents are stored

SERVING THE NATION

The National Archives

(This is the tenth in a series of special features about government agencies which serve the nation in unusual ways.)

HAVE you ever wondered what happens to the old documents and past records of the United States government? Almost everyone knows that our two most famous documents—the Declaration of Independence and the Constitution—are kept on display at the Library of Congress. But what is done with the millions of old official papers, letters, forms, and other little-known but important records accumulated by the government during its 175-year history?

Storing and preserving these records is the main duty of the National Archives, established by Congress in 1934. (Archives means the records of a government or institution, or the agency that takes care of them.)

At its headquarters in Washington, the National Archives maintains a stately building especially designed for keeping records. Inside the fire-proof structure is a huge steel vault containing floor upon floor of shelves and drawers. An air-conditioning system keeps the temperature and humidity in this storage area at the right level for preventing serious deterioration of the papers.

Of course, not all of the federal government's records are in the Archives. Some were lost or accidentally destroyed long before the Archives was established. Others were intentionally destroyed, because they had no value after they became out of date. Furthermore, many current records are still in the individual government agencies, where they are consulted regularly.

The task of the Archives is to assemble the important records of each agency, when the records are no longer needed for daily use, or when the agency is abolished. Among the many types of documents contained in the Archives are: correspondence between the State Department and our diplomats overseas; proceedings of Congressional committees; records of commissions that have investigated boundary disputes between the United States and other countries; and selective service files for previous wars.

Photographs, maps, moving picture films, and sound recordings are also

preserved at the Archives, as well as written documents.

After the permanent records of an agency have been selected and transferred to the Archives, they are cleaned and fumigated. If necessary, they are also repaired and reinforced. Then comes the big job of arranging the materials so that any document can be quickly located in case it should be needed. The Archives now contains the equivalent of some 150,000 large file cabinets full of papers. Organizing this material is a tremendous task, needless to say.

The old records in the National Archives serve many useful purposes. Each year, the Archives' reference service receives tens of thousands of requests from government agencies and private individuals who need information contained in the records.

For example, the service record of an aged war veteran may be examined to find out whether he is entitled to receive certain veterans' benefits. Past records of the General Land Office are sometimes used in settling disputes over the ownership of land. Old census files may contain information about a person's age or citizenship, needed in establishing his right to old-age benefits. Records on government bondholders protect persons who have lost their bonds. Past weather observations are used in making long-range weather predictions.

In addition, historians, political scientists, biographers, and other persons engaged in research use Archives' materials in studying the country's past. Government officials, too, frequently rely on the old records as guides for setting up new agencies and for making important decisions. Many features of the present rearmament program, for instance, are based on World War II experiences as recorded in papers found in the Archives.

Taking care of the Franklin D. Roosevelt Library at Hyde Park, New York, is another duty of the National Archives. In 1939, President Roosevelt offered to give the federal government the thousands of important letters and papers he had accumulated during his long political career. These materials, along with others turned over by his wife and friends after the President died, are housed in a library building erected with funds donated by the public.

Study Guide

Merchant Fleet

1. Why are U. S. military officials particularly pleased that the liner, *United States*, is nearing completion?
2. Compare the size of our merchant fleet today with the size of the fleet just prior to World War II.
3. What is the "mothball fleet"?
4. List some of the weaknesses of our merchant marine today.
5. What encouraging developments have taken place in the last year or so in respect to the U. S. merchant marine?
6. How does the U. S. government help maintain the shipping industry in this country?
7. Summarize the two conflicting views on long-range shipping policy.

Discussion

1. Which of the weaknesses of the merchant fleet do you think most requires attention at this time? Explain.
2. Do you, or do you not, feel that a large shipbuilding program should be launched now? Give your reasons.

Foreign Aid

1. Why has our government taken the position that we must cooperate with other nations economically, as well as along military lines, in order to further our own safety?
2. Describe the way in which American experts help to improve living conditions in underdeveloped countries.
3. List some of the main types of projects on which these men are working.
4. How do the present needs of underdeveloped countries differ from the chief needs that were found in Europe after World War II?
5. Name two U. S. government agencies that play leading roles in the helping of underdeveloped countries.
6. Explain the origin of the term "Point Four."

Discussion

1. Do you or do you not favor our government's program of giving technical assistance to poverty-ridden regions? Give reasons for your answer.
2. In your opinion, what are the biggest difficulties that must be overcome if the program is to be carried out successfully? Explain your position.

Miscellaneous

1. Discuss some recent developments in the Arab nation, Jordan.
2. What arrangements are being made for bolstering Pacific defenses?
3. Why is the dispute over Egypt's interfering with ships passing through the Suez Canal particularly critical at this time?
4. Describe the main purposes of the Central Valley project.
5. Why is the U. S. considering military bases in Spain? Why does Britain object to the plan?

References

"Where Are Our Ships?" by Theodore Brent, *The American Magazine*, March 1951. The head of the Delta Line recommends a program for strengthening our merchant marine.

"Big Cargo Fleet Not Big Enough," *Business Week*, May 5, 1951. Not only the U. S., but the entire world, is faced with a critical shipping shortage.

"We're Building a Better Hemisphere," by John W. White, *Collier's*, January 27 and February 3, 1951. Assistance projects in Latin America.

"How to Win Friends in Asia," *U. S. News & World Report*, June 22, 1951. Interview with Supreme Court Justice William O. Douglas.

Pronunciations

- Edouard Herriot—ē-dwahr' ē-ryō' (y as in yes)
 Malaya—mah-lay'ah
 Vittorio Orlando—vē-tō'rē-ō ōr-lahn'dō
 Santayana—sahn'tah-yah'nah
 Thailand—tī'lānd
 Naif—nah-ēf
 Tallal—tah-lahl'

Background for Today's News

Malaya Fights Against Communism

THE Federation of Malaya has won the respect of democratic nations by cutting off her rubber exports to Communist China. Because she is a member of the British Commonwealth, Malaya refuses to supply the important war material any longer to the United Nations' enemy. However, Malaya's economy depends heavily on her export trade, and her action has cost her a valuable customer.

Malaya produces fully one-half of the world's rubber. She is somewhat worried about the future of the great industry because of what is happening in America. The United States long has been one of the largest buyers of Malayan natural rubber; but recently, in pressing our national defense program, we have expanded our own synthetic (artificial) production.



Synthetic rubber, however, cannot entirely replace natural rubber. Malaya will be a highly important source of rubber for a long time to come.

THE LAND. What is known as British Malaya consists of two parts—the Federation of Malaya, composed of nine states and two settlements, and the great British seaport, Singapore. Geographically, the federated states have been likened to a fist at the end of a long, slim arm. The arm is the peninsula, occupied by Thailand and Burma, whose western shore is washed by the Indian Ocean and whose eastern shore faces the South China Sea.

The Federation covers about 50,000 square miles, the approximate area of Alabama. Just below the tip of the peninsula, and separated from it by a strait one mile wide, is the island where Singapore is located. Singapore is a formidable naval and military bastion with a population of almost one million people.

Malaya's climate is hot and damp. Much of the land surface is covered with dense jungle, marsh, and swamp land. It is crossed by several low mountain ranges and by hundreds of rivers.

RESOURCES. Forests are one of the country's most important natural resources. Not only do they produce natural rubber, but they also yield valuable timber, oils, and resins. Moreover, Malaya has big deposits of tin, gold, tungsten, and coal.

PEOPLE. The Federation of Malaya is a melting pot of peoples from many nations. Her population of about six million includes about two million Chinese, as well as Indians, Arabs, Portuguese, Burmese, Javanese, Tibetans, Japanese, English, and

Americans. One reason for the variety of peoples is that Malaya has been overrun many times by invaders. Ages ago natives of India, Java, and Pacific islands swarmed over the Malayan peninsula, seeking new homes.

The native Malayan citizens are short, with brown skin and black hair. They have a strict code of manners and a strong loyalty to their own chiefs. They have their own language and a literature made up chiefly of songs and folk tales.

EDUCATION. Though Malaya is slowly forging ahead in education, a large portion of the country's citizens are illiterate. A number of schools and colleges are now being built, and Singapore plans to have free and compulsory education for all children of school age by 1960. An Advisory Committee on Education, representing all races of people in the Federation, has been set up to advise the government on school matters.

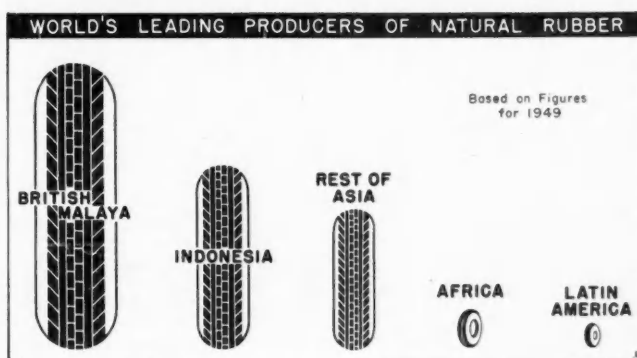
INDUSTRY. Malaya has very few factories. Most of the work—whether it is growing food or making articles to sell—is done by hand. Skilled workers weave silk and cotton cloth on hand looms. England and other members of the British family of nations are now helping the Federation to set up cotton mills and other industries.

AGRICULTURE. Farming methods are primitive. The native Malaysians use crude implements in cultivating crops. A forked stick is generally used as a plow. Grain is reaped almost entirely by hand. Even in the large rubber and rice plantations of the country, machinery is infrequently used.

One of the big crops is rice, which grows abundantly in the rich, damp coastal regions. Other farm crops include coconuts, oil palms, pineapples, tea, and tapioca.

WORLD TRADE. Rubber and tin are the country's main exports, and they go chiefly to the U. S. and Europe. An increasing amount of these materials is now being sold to Japan as well. Singapore is a busy port which ships the products of southeast Asia all over the world. In fact, the city is one of the busiest trading centers of all Asia.

GOVERNMENT. In recent years the British have granted the Federation considerable liberty, so the land now rules itself to a great degree. A



MALAYA leads the world in the production of natural rubber

British commissioner heads the government but much authority rests with a legislative council of 75 members, representing the various peoples in Malaya. Though the Federation of Malaya is still a dependency of Great Britain, it handles all its own affairs, except foreign policy and defense.

Despite its widening sovereignty, however, there is a large discontented element in Malaya which demands complete freedom. Communist leaders have taken advantage of this fact and stirred up serious unrest. In 1948, bloody fighting broke out. It still continues.

DEFENSES. Communist-led rebels in Malaya have been conducting a relentless campaign against the established government and white settlers. The Communist fighters hide in the thick undergrowth of the land, then launch swift forays against British regular troops and their supporters, before darting back into their hide-outs once more. Thousands of English soldiers and white rubber planters have been killed by the rebels who seem determined to drive the British from the peninsula. British ground and air forces, in turn, have inflicted punishing losses on the enemy, but the conflict remains far from settled.

Some political observers say the British have failed to put down the uprising because the Malayan people want complete independence. (The British feel the Federation is not ready for freedom.) On the other hand, it is obvious that many Malaysians support the Communists because they are afraid not to.

Meanwhile, Soviet Russia wants the Malayan fighting to continue and hopes it will spread to other Asian lands. The democratic nations are just as determined that this rich, strategically-located land shall not be taken over by communism.

HISTORY. The history of Malaya and Singapore is filled with tales of foreign invasions. Long ago merchant traders from India built a city called *Singapura*—City of the Lion. In the 14th century, Singapore was burned by Javanese warriors. In the 1500's European countries began to set up trading centers in Malaya. First the Portuguese and later the Dutch controlled ports in the Asian land. In the 19th century the British took Singapore, and in the early 1900's they claimed all of Malaya as their colony.

It was still a British colony when Japan conquered it by swift land and air attacks in the early part of World War II. Shortly after the Japanese forces were driven out of south Asia, Malaya was given a large measure of independence. Meanwhile, Singapore is still governed as a British colony.

The loss of Singapore during World War II was a hard lesson to military planners on the need for taking into account all factors in planning the defense of a fortress.

Britain built up Singapore in the 1930's as a guardian of peace in the Far East, and especially as a warning to Japan against aggression. Many of the British believed it was impregnable, that it could not be taken by any enemy. Big guns were installed, airfields were carved out of jungle land, and submarine nets were dropped to guard entrances to the harbor. There were some military planners who felt that air defenses could be improved, but belief was general that Singapore could be defended. Furthermore, it was considered a valuable base from which to start offensive actions in the event of war.

Unfortunately, British preparations were based mostly on the premise that attack would be by sea. When war with Japan began, Japanese forces attacked by land. They worked their way down the Malay peninsula from Siam. The Japanese took Singapore on February 16, 1942, and held it until September 1945. Today, in view of the lessons learned from the conflict with Japan, planning at Singapore is taking into account the possibility of land and air attack. The fortress is once again being counted upon for defense, this time against Communism.



A STEP in the production of Malaya's valuable tin